

AD-1: Build New Runways

Throughput performance is increased by the addition of new runways and supporting taxiways.

Airport/Runway	Date	Capacity Improvement (percent)	Projected Growth to 2010 (percent)	Delays per 1000 Operations (FY 2000)
Atlanta (ATL) 9S/27S	2005	31% in VFR, 50% in IFR	32	30.9
Houston (IAH) 8L/26R	2004	35% in VFR, 37% in IFR	39	28.1
Dallas Ft. Worth (DFW) 18L/36R	2007	11% in VFR, 37% in IFR	22	23.8
Phoenix (PHX) 7/25	Operational	36% in VFR, 60% in IFR	33	22.0
Dulles (IAD) 12R/30L	2007	46% in VFR, 54% in IFR	23	19.5
St. Louis (STL) 12R/30L	2006	14% in VFR, 84% in IFR	35	18.2
Detroit (DTW) 4/22	2001	25% in VFR, 17% in IFR	34	17.6
Cincinnati (CVG) 5L/23R	2005	26% in VFR, 26% in IFR	44	15.4
Minneapolis (MSP) 17/35	2003	40% in VFR, 29% in IFR	11	12.7
Miami (MIA) 8/26	2003	10% in VFR, 20% in IFR	40	11.3
Seattle (SEA) 16W/34W	2006	52% in VFR, 46% in IFR	17	10.4
Orlando (MCO) 17L/35R	2003	23% in VFR, 34% in IFR	14	6.3
Charlotte (CLT) 18W/36W	2004	18% in VFR, 15% in IFR	17	6.0
Denver (DEN) 16R/34L	2003	18% in VFR, 4% in IFR	26	2.2

Note: A new runway is being added to Boston Logan airport (2005) to reduce delay in certain runway configurations. It is not expected to increase the optimum capacity of the airport.